AUTOMOBILES

AMONG THE AUTOMOBILISTS.

PROPOSED AMERICAN TOURING INVASION OF EUROPE.

Gold Cup Valued at \$3,000 Offered for the Winner of Two Months Trip Next June and July-English Scheme for Cooperative Insurance of Autos-Gossip.

An American automobile invasion of Europe to take the form of a two months tour through France, Spain, Italy, Austria, Hungary, Germany, Belgium and England during June and July of next year is propo Georges Dupuy, a member of the New York Motor Club, who is American correspondent o L'Auto and a special writer for several automobile publications in this country. His plan is to conduct a road competition of about 4,000 miles, entry to be strictly limited to American made machines, the winner of the tour to receive the American gold cup, valued at \$3,000.

preliminary announcement reads in part as follows: "The Continental tour must be from the start considered as a pleasure trip, as there will be no checking stations to pass on the right schedule, no desperate racing to make up time or troublesome garage rules. The car that wins the gold cup, neverwill have had to prove qualities which no foreign car as yet has shown over such a distance and such a course. The tour will last about sixty days and the entrance fee will be \$1,000 per person, this covering all expenses en route, steamship transportation for people and machine, hotels, entertainments, guides, &c. There will be no entry fees for cars. • • The idea of the organizers is to group at least fifty cars of the twieve or fifteen best American makes, carry-ing about 300 people. Not more than five cars of one make will be accepted. The manufacturers as well as individual tourists are more than cordially invited, as it is their own genius which will permit the formation of that invading but pacific auto caravas. The manufacturers will be at liberty, of course, to fill their entries with paying sengers selected among friends, &c. The spirit of the project, however, is to open the contest to Americaa tourists principally.

A group of well known sportsmen, among

om are W. K. Vanderbilt, Jr., E. R. Thomas, Jefferson De Mont Thompson and M. J. Rothschild, have already contributed a certain amount representing the price of the Gold cup and part of the organization expenses. There will most probably be, besides the Gold oup, several Continental trophies (for which small contests will be held) offered by the President, Emperor or King of each country traversed. These contests will likely consist of a kilometre race or a hill climb. . . . Two motor wagons or more for the baggage will follow the caravan. • • A preliminary meeting of those interested will be held in New York on the 15th of January, 1907, in order to establish the rules, comment and discuss, if necessary, the paragraphs of the present programme, appoint the touring committee, select the club holder of the cup and under the auspices of which the contest will be run, &c. Immediately after the meeting the superintendent and a designated member of the touring committee will start on a preliminary journey abroad, to last about forty days. Weekly reports of the travellers proceedings will be sent to each contestant as well as to the press. A last meeting, regulating the tour definitely, will be held in New York on the first of May, 1907.

During the recent heated controversy in France over the question of speed racing, l'Auto, a Parisian daily newspaper devoted mostly to automobiling, took no part in the discussion. M. Desgranges, the editor, ex-plains the attitude of his journal by declaring that it has always been in favor of speed racing from the very commencement, and that it has never changed its attitude on the subject. It still believes that the welfare of the French industry lies in a speed contest year by year, seeing that the majority of makers demand a speed contest whether they intend to participate in it or not, and that it will be a sad thing for French makers generally when racing is suppressed.

The officials of the American Automobile Association made arrangements early in this year for members of the organization to secure insurance on their automobiles at a reduced rate, but the directing spirits of the Motor Union in Great Britain are now preparing no less a scheme than the formation of a company to be composed of members of a company to be composed of members only. It is thought that by confining operations strictly to members, substantial reductions in premiums will be possible, in contrast with the charges which are exacted by many British insurance companies for automobile risks. The idea has met with considerable approval and it is possible that business may be started on the first of the year. The Motor Union has an individual membership of 13,800 automobilists and about eighty clubs.

While the automobilists of the United States are bothered by the comparative lack of improved highways over which to drive their cars the French motorists must face a far different problem. M. de Lafrete in the Intransipeant says that the French roads will very shortly become almost beyond repair by reason of the excessive automobile traffic along them. Unless large sums of money are spent immediately the roads in many districts will require complete reconstruction and he advises the use of a harder stone in the rebuilding work.

struction and he advises the use of a harder stone in the rebuilding work.

Since anti-skid devices for tires were first introduced there has been a question in the minds of many automobilists if an anti-skid band and a smooth tire on the rear wheels of an automobile motor vehicle was an undesirable arrangement on account of the difference of coefficiency of adherence of the two shoes. Some experienced drivers have declared that the presence of a single anti-skid band is injurious to the differential, while others of equal acquaintance with motor cars say such an arrangement has no effect on the differential. To illustrate the influence on the tires a famous French tire maker quotes a case which has just been brought to his notice. On an 18 horse-power machine a driver fitted an anti-skid band on the left rear wheel and a smooth shoe on the right rear wheel and a smooth shoe on the right rear wheel and a smooth shoe on the right man. Ferrand the chauffeur noticed that the anti-skid wheel was doing almost all the driving, while the right wheel was slipping. On certain steep gradients this increased to such a degree that on muddy portions of the road it was almost limpossible to move ahead with the help of one wheel only, the smooth shod wheel turning exactly like a loose pulley. The result was that at the end of 100 miles the smooth shoe new at the start, was cut along the whole of its circumference. Deep furrows had been made right through to the heart of the gum, and the aspect was most lamentable. This result is only as typical as it is logical. The coefficient of adherence differing in an enormous proportion, the shoe with the most feeble adherence skidded. The smooth shoe is not the only one to suffer, for the anti-skid wheel, having to furnish all the power, is enormously strained. From a tire point of view the question is settled: "Carry anti-skid bands on each rear wheel."

When Judge Kyle of Kansas City, Mo., fined Mrs. Mary S. Dickerson \$250 for exceeding the speed limits of that city recently the incident became locally famous, as it was the largest fine of the kind ever imposed in the West. In discussing the case Judge Kyle said: "In matters of violation of law I have no favorable in the sexes. Mrs. Dickerson and ner automobile are widely known. Every combilist knows them. I think it a good case to prosecute with a view of stopping this dangerous practice of fast driving. But I am not going to assess a fine with a view of making an example, for I am going to fine every one who comes here for speeding just the same. If \$25 will not stop them I will go the limit and make it \$500. This is a practice that must be stopped. The reckless disregard of others' lives by those who ride in big cars, comparatively safe from harm, will not be tolerated. It is worse than a railroad train running at high speed, for the train has a special track and can be watched for. Automobiles run all over the street and are treacherous in their turns and twists."

Motor omnibuses in London work from eighteen to nineteen hours per day and travel about 115 miles. The average number of stops per mile in London is six, and the average number of times the driver changes gears in the same distance is nine, while the brakes are applied no fewer than twenty-two times per mile. It will be seen, states Motor Traction, that if a motor omnibus does a full day's work it will be stopped no fewer than 600 times, gears will be changed 1,035 times and the brakes applied 2,530 times for one day's junning.

Reports from England have it that the London Motor Omnibus Company has a gross revenue of \$400,000 a year and recently paid a 10 per cent. dividend. The company operates thirty-eight machines, and figure as a working profit of \$22 a car per 1000.

"AMERICAN MORS"

Manutactured by

The St. Louis Car Company

The largest builders of Street Cars in the World.

We offer for your consideration our three leading models:

14-18 H. P. 24-32 H. P., \$3,000. \$5,000.

> 40-52 H. P., \$6,000.

With full equipment.

ON JANUARY 1st, 1907, this Company will remove to the Winton Co.'s Garage and Offices, No. 1706-1718 Broadway, corner of 54th Street. We offer the highest service with every possible convenience for the storage and care of a limited number of cars.

St. Louis Car Company. ST. LOUIS, MO.

Automobile Department.

L. A. HOPKINS, Manager of N. Y. Branch. Temporary Offices:

TEL. 3227 BRYANT. 66 West 43rd Street, N. Y.

AUTOMOBILE NOTES.

No matter how well posted the average automobile owner may be as to the various metals and other materials that enter into the construction of his car, their dimensions and weights and the reasons for their use, there are some matters of construction that would probably puzzle him. One of these undoubtedly would be the braking surface he has at his command. It is a pretty safe guess that not one among ten drivers could answer this question, although the chances are that every one of them could tell where the brakes were lo-cated and their method of application.

This was a subject that came up when several men who had ordered 1907 Thomas Flyers from Harry S. Houpt happened to be together recently. It developed that only one of the men who had bought cars could answer the question offhand. He was one who had had considerable mechanical training and had insisted on going over the car with a ruler and a scale before he became thoroughly satisfied that it combined all the features of safety

and strength he believed in.
"The actual braking surface of the care in square inches is something every man should find out be fore he places his order, this man said. The matter is too important to be left to guess work. Before I ordered my Thomas I measured up for myself and found that the exact surface on which the brakes had play was 243.06 square inches for the four leather to metal bands on the countershafts and hubs. Before I did that I had satished myself that everything else was all right, and so I put my pad in my pocket and brought out my checkbook."

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Keeping pace with the rapid advance in automobile construction are the accessories with which a car ifallways equipped, some of which have been developed practically to perfection. The best x ample of this is the lamps and lighting of the car. There is nothing the up to date motorist is more particular about than his lamps. Every big car nowadays has at least five lamps, two headights, two square dash lights and a colored tall light, and to be complete the equipment must now include a powerful searchight. It is mounted on the dashboard and is turned on a swivel so as to throw the shaft of light in any direction, just like the searchlight on a ship. It is particularly valuable in reading sign boards. The three larger lamps on a modern motor car, headlights and searchight, throw their rays for remarkably long distances. The Neverout lamps, made by the Rose Manufacturing Company, which are the most powerful and are considered the most reliable gas lamps made, throw light that enables objects to be clearly distinguished at a distance of from 1,400 to 1,700 feet, nearly a third of a mille. The road before them is as light as day. These lamps burn acctylene gas, which gives a pure white light. It is made, as used in the Neverout patent, in an invertible safety gas producer attached to the running board, which will make enough gas with one charging to burn the equipment of the headlights for ten hours. The glant Neverout lamps of to-day are an evolution of the one time famous Neverout bicycle lamp.

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Last week a sale was made by the C. A. Duerr Company that illustrates the close interest that prospective purchasers are taking in the performances of the various machines on the market. As it turned out the party in question had intended to place an order for a well known foreign machine but wound up by giving a deposit on a Royal Tourist 1907 model. The purchaser dropped into the Royal salesrooms in the beginning of the week and proceeded to silently make an inspection of a 1907 model. H. B. Phinney, a member of the company, happened to be there and waited patiently for some inquiry from the visitor. After a careful inspection of the new car, the stranger turned to Mr. Phinney and said: "I read about that test to which these machines are subjected in Cleveland. Show me a climb on the high speed of a difficult hill in those parts and I guess you can take my order." Mr. Phinney took him over the Fort Lee hill the following day and got his check.

In the Richmond County Advance, the only newspaper ever printed by automobile power. Editor Crawford tells how it was done:

"On Thursday morning an order was hastily sent to Alvin Conkiln's planing mill at Port Richmond for two wooden pulleys to fit over the hubs of rear wheels of the automobile. While these were being made a force of mechanics rigged up the necessary shafting, pulleys, belts, &c., and about midnight the folb was completed.

"Since that time the automobile has been furnishing ample power to operate half a dozen presses, paper cutter, tandem drill and other machinery every day and will continue to do so until the new electric motor shall have been installed.

"A notable feature about this temporary power plant is found in the fact that the four cylinder 30 horse engine of the Winton Model K works ten hours a day and tifteen or sixteen hours on publication days, without overheating in the slightest degree, a very remarkable titing when it is remembered that only about four g

bered that only about four gallons of water are used for cooling puropses."

M. Brasier and M. Perrenoud, the business manager and chief engineer whose joint efforts have been responsible for the wonderful success of the Brasier car, have recently cabled that they are about to leave Paris for an extended trip in the United States. They will arrive in New York in time for the Madison Square Garden show, which they are eagerly looking forward to, to compare with that wonderful spectacle of the Paris Salon. M. Brasier has just announced that although no Brasier racing car has been built since it defeated all the best cars in the world for the two successive seasons of 1905 and 1906 in the James Gordon Bennett our race in France they are contemplating building a racer for next season which will surpass in power anything yet achieved. If M. Brasier so decides the car will be entered in the Vanderbilt cup race.

The Winton plant is now 70,000 square feet larger than it was last summer, but the output is not to be increased. General Sales Manager Shanks says: "Our big addition relieves considerable congestion and enables us to give Winton buyers has benefit of the improved workmanship that is thereby made possible. Our output is already greatest; but we do not aim to monopolize all the touring car business."

When a prominent manufacturer makes a radical departure from accepted standards of construction the motoring public is apt to demand substantial proof for suca action. For instance, when it was aunounced that the crank shafts of Columbia cars would be cut from a soild slab of special chrome nickel steel assuad of drop forred, as formerly, many of the so-called wise ones were inclined to be skeptical and regarded such construction as a waste of good matter an inatorial.

The advantages of a shaft so made have been proved beyond all quest ion.

The Electric Vehicle Company announce that their exhibit at the forthcoming show at Madison Square Garden will far exceed any previous exhibit of the company in variety and interest Eleven models of gasolene, combination and electric cars will be staged, reflecting the latest advances in automobile construction.

Charles A. Hawkins, who has been identified with White interests on the Pacific Coast for eighteen years, has been made Western sales manager of the new White company. His territory includes all the country west of the Mississippi River and also the State of Illinois and part of Indiana. Mr. Hawkins has made a name for himself as a success rul endurance run driver, one of his notable winnings being the 180 mile Los Angeles-San Diego endurance run, where he made a perfect score and had the lowest gasolene consumption. Despite his duties as manager of the San Francisco White branch, which he is now relinquishing, he has found time to take part in important commercial enterprises, being associated with the Spreckels group of capitalists. Mr. Hawkins's right hand man in Chicago and vicinity will be Webb Jay, the well known racing man, who in one season as Chicago branch manager made Chicago a White town. On the Pacific Coast Mr. Hawkins's licutenant in charge will be W. M. Gardiner, who has also long been associated with the Spring Machine Company.

Hotchkiss & Cie, makers of the Hotchkiss cars, have issued in France an extremely helpful and well printed little brochure entitled "Automobile Formalities in France." The booklet gives the particulars of the forms and formalities to be observed in putting an automobile into commission in Paris or anywhere in the French Republic. It outlines cleverly the process regarding the obtaining of a driver's Beense, the declaration at the office of the Prefecture of Police, the matter of declaration for taxation purposes, the details of insurance, various points regarding speed limits, &c., with a number of helpful hints particularly applicable to people who intend to tour abroad. It is by allieans the most useful printed matter of its kind for Americans intending a visit to France for touring purposes. A. M. Archer, the American Hotchkiss headquarters, 1597 Broadway, New York city.

J. B. Walker of New York has just purchased a 20-30 horse-power Renault limousine from Smith & Mabley, Inc. The car is equipped with a red Khedive body, heavily upholstered in red. It seats five inside and is completely equipped with speaking tube, dome lights, annunciator, clock, &c. Harry Rawle, who is the superintendent of the Dragon Automobile Company's factory in Philadelphia, spent several days in New York last week and has now left for an extended Western trip in connection with the purchase of supplies for the Dragon company. Mr. Rawle was formerly a chief engineer in the United States Navy.

a chief engineer in the United States Navy.

The automobile shows already held both here and abroad seem to indicate that there is very little new in general lines and construction of large touring cars and little details are receiving more attention on the part of the makers. Almost every automobilist has experienced carbureter troubles through watery and dirty gasolene. The Lozier car is fitted with a device which entirely eliminates troubles of this kind. This consists of a combined separator and strainer in the gasolene supply line, the strainer effectually excluding dirt and foreign matter, and the separator consisting of a reservoir dropped below the level of the pipe line in which all water passing through the supply pipe will settle, where it can be drained out by means of a stoncock underneath the chassis.

Among the recent purchasers of Lozier cars are the following: L. H. Irwia, Brooklyn, 40 horse-power limousine: William E. Bedell, 40 horse-power limousine: C. W. Ward, Queens, L. I., 40 horse-power touring car: W. E. Payne, 40 horse-p

Those who have ridden in the Type XV. 1907 Model, 50 horse power Pope-Toledo touring car are loud in praise of its many distinctive features. In this car great power is combined with simplicity of control in such manner as to make it one of the easiest to handle of high powered cars. Next to the ever present sensation of tremendous motive power is the ability of the Type XV. Pope-Toledo to get away quickly. So fast, indeed, does this big touring car pick up its speed at the start that it reminds one of the Pope-Hartford, which has made a world wide reputation for the flying start.

The wise buyers of automobiles are placing orders now for early spring deliveries. Harry S. Houpt reports the following sales for the past week: Kate A. Ogle, W. W. Caswell, J. L. Crosthwalte, W. C. Ivison, James Lee, S. O. Vander Poel, Oscar Weingarten, Dr. Charles Weber, O. F. Thomas, W. C. Teter and A. M. Bedell.

W. C. Teter and A. M. Bedell.

Many intending purchasers have been looking forward with eager interest to the arrival of Two Cycle Elmore cars. The celebrated three cylinder car for 1907 arrived in New York on Thursday and is now ready for demonstration. This three cylinder car is priced for 1907 at \$1,750, and is much larger and roomier than the largest car the Elmore Manufacturing Company turned out last year. The four Tylinder Elmore which is priced at \$3,250, will be as 'arge and handsome as any car on the market, irrespective of price. This type of car is expected in a few days and thereafter immediate deliveries are promised by Elliott Ranney & Co., general castern agents.

C. S. Henshaw, agent of the Haynes Automo-bile Company in Boston, reports that he has just sold one of the Haynes 1907 cars to John Shep-ard, who is one of the best known drivers of trotting horses in the Eastern States.

The Continental Caoutohouc Company has re-ceived word from Paris that a count of the tires at the Paris Exposition showed 727 Continentals, being 32 per cent. of all the tires in the exhibition. The remaining number was divided among thirty-one different makes.

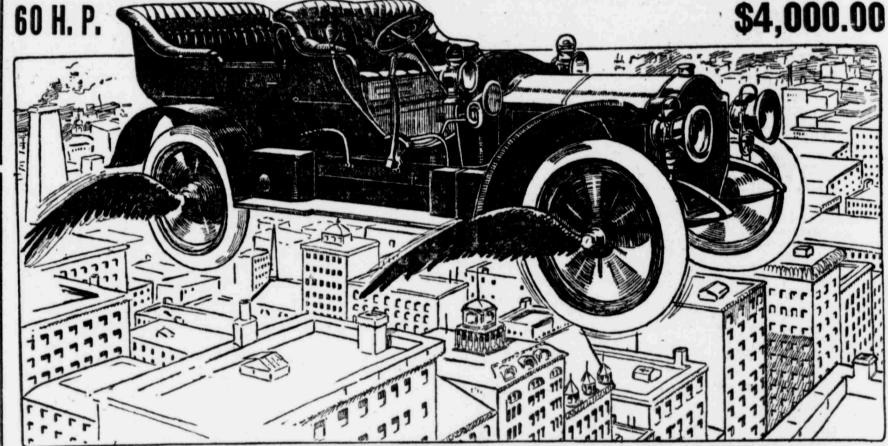
one different makes.

"That the high power runabout has come to stay can no longer be questioned. Up to a year ago this style of car was generally considered to be in the "freak" class, but its advantages are now beginning to be appreciated and its number increasing.

One of the most attractive cars in this style in the very high grade class is the Rainter "Road Racer," which is equipped with a 36 horse-power motor, make and break spark, with a low tension magneto, and has a wheel base of 104 inches. The gasolene tank is placed under the hood, giving the car a very long and rakish appearance, the seats are very low, and the steering wheel is tilted at a corresponding angle sing a gear ratio of 134 to 1 the car with the seats hake ever sixty miles.

UNQUESTIONED CHAMPION Highest Flight of Inventive Cenius

HOMAS FLY



BE WISE-FOLLOW THE PROCESSION AND GET YOUR ORDER

brother, the 60 H. P. "Flyer." It couldn't bear the name "THOMAS" if it wasn't. It sells at \$2,750, but is so well constructed that it excels every car in its class and many selling much higher. There is a distinctive demand for a car of this horse power and selling under \$3,000. We realize this and that's what the Thomas Forty is built for. SPECIFICATIONS BRIEFLY ARE: MOTOR—40 H. P., mechanical valves, all gears enclosed.

system. IGNITION—Jump spark, dry and storage batteries, space reserved for any standard magneto. CLUTCH—Cast aluminum and leather covers with springs, insuring constant fit. COOLING—Verticle tube radiator, with fan and gear driven pump. TRANSMISSION—Sliding gear, selective type, three speeds forward and reverse, anti-gear stripping device. DRIVE—Shaft. BEARINGS—Roller. FRAME—Cold pressed steel with gusset

ARRANGE FOR DEMONSTRATION.

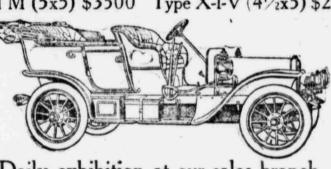
Catalogue of Both Cars Mailed on Request.

OUR GARAGE, the Finest Equipped in America. Modern in every particular, our aim has been to install every convenience that will add to the comfort of our patrons. Reception room for ladies, baths, lockers have been provided for.

BROADWAY AND SIXTY-THIRD STREET. Telephone 3716-Columbus

MANUFACTURED BY THE E. R. THOMAS MOTOR CO., BUFFALO, N. Y. WE WILL EXHIBIT AT THE MADISON SQUARE GARDEN SHOW. (MEMBERS A. L. A. M.)

Refinement of details conclusive evidence of a perfected product characterizes the Model M (5x5) \$3500 Type X-I-V (41/2x5) \$2500



Daily exhibition at our sales branch Broadway and 54th St.

The Winton Motor Carriage Co.



40 horse power water cooled motor-5 passenger car \$2,750 We like to show people the inside of the Aerocar. That's why we have a chassis of every Aerocar model right on hand in our salesroom, opened up so you can see the construction all the way through to the uttermost detail. We like to answer questions on the Aerocar construction. Every answer is bound to be an argument for the Aerocar. See the big 40 H. P. water cooled Touring Model F. You never saw so much value for \$2,750.00. Demonstrations in 1907 Models now.

20 horse power air cooled motor-4 passenger car - \$2,000 20 horse power air cooled motor-runabout - - \$2,000 PERCY OWIN, Gen'l Eastern Sales Mgr. BROADWAY & 73D ST.

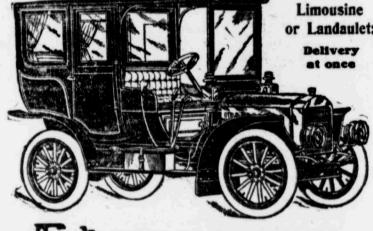
an hour. The Rainier Company has recently sold a number of these machines to prominent New Yorkers, Including among others A. C. Smith, Benjamin Stephens, Butus L. Scott C. M. Schott, Jr., and Mrs. J. H. Moore,

Puring the past week Rainier touring cars were sold to D. N. Ryerson A. C. Ferguson of Brooklyn, and F. W. Sewell of New Rochelle.

Mrs. L. A. Fitzgerald Mrs. Benjamin F. Stephens, J. H. Blanchard, F. D. Holder, C. D. Halsey and C. M. Schott purchased Rainier limousines, and charles Lanter has ordered a special chassis, for which a fine limousine body is being built by Healey & Co.

torists will now find at the Auto Supply Company a full line of machine shop and garage requisites, including hard libre in both sheets and tubes, angle brass for step boards, tool boxes, &c., clutch leathers cut to order, genuine camel's hair brake bands of all widths, round leather and rope fan belts, wire cable in all sizes, and new and interesting specialties in tool rolls and boxes. The Empire State Motor Car Company is laying plans for a salesroom and garage in their big building at 2150 Broadway, which will create quite a stir in the trade. The ground thour frontage is being completely term out to make room for big show windows with elaborate designs in glass. The big four story garage will be improved in every department for the accommodation of the Queen and Graig-Toledo salesrooms and storage departments.

Mr. McCutchan expects to complete the metamorphoels before the first of the year. \$3,500: including touring-car body Limousine or Landaulet: Delivery



Lutocar Limousine Four vertical cylinders; 24 h.-p. Direct drive. Sliding-gear, roller-bearing transmission. Three speeds and reverse. Autocar Control—spark and throttle grips in rim of steering wheel.

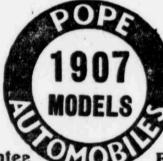
Extra long and heavy rear springs. Large wheels and tires. Prest-OLate tank. Speedistometer. Special gas lamps. Electric dome light. Cigar
holders, toilet articles, card cases and other luxurious accessories.

VALUE proposition: The closed body you can use all winter for shopping, calling, the opera and, business engagements. Then, when spring comes, put on the open body and you will have practically a new touring-car. All this

Safety and ease of control; stability, durability - Autocar Reliability

Temporary Location: Bryant Garage, 50 W. 43d St. Williamsburg Auto & Storage Co., 159 Clymer Street, Brooklyn. Motor Car Company of N. J., 291-293 Halsey Street, Newark. The Autocar Co., Ardmore, Pa. Member A. L. A. M.

50 H. P. TOLEDO \$4,250



30 H. P. HARTFORD \$2,750

Full Guarantee For One Year!

The TYPE XV POPE-TOLEDO reteins the matchless features which have gained for POPE cars in the past so many important records for speed, hill climbing and endurance, and embodies the best points in foreign practice, including chrome nickel steel construction and genuine Deutsche Waffen Fabrik hearings throughout; four speed selective type transmission; multiple metal disc clutch running in oil; mechanical valves; noiseless chains; 36 inch wheels; I beam solid axies; design that is new, distinctive and distinguished.

A. G. SOUTHWORTH CO., Inc. 1733 Broadway, New York

We Exhibit at Madison Square Garden, January 12 to 18, 1907